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Transportation Committee

October 4, 2013 - 9:30 a.m. MINUTES Cook County Conference Room

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago Illinois

Members Present: Chair Leanne Redden – RTA, Charles Abraham – IDOT DPIT, Bruce Carmitchel – IDOT OP&P, Vice Chair Michael Connelly – CTA, John Donovan – FHWA, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Pete Harmet, IDOT District One, Emily Karry – Lake County, Jennifer (Sis) Killen – Cook County, Ryan Kilpatrick – CNT, Don Kopec – CMAP, David Kralik – Metra, Randy Neufeld – Bicycle and Pedestrian Task Force, Jason Osborn – McHenry County, Tom Rickert - Kane County, Leon Rockingham – Council of Mayors, Steve Schlickman – Academic & Research, Peter Skosey – MPC, Lorraine Snorden – Pace, Chris Snyder – DuPage County, Steve Strains – NIPRC, Rocco Zucchero – ISTHA.

Members Absent: Reggie Arkell – FTA, Fran Klass – Kendall County, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mike Rogers – IEPA, Joe Schofer – Academic & Research, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Bob Barber, Jennifer Becker, Keith Benman, Mike Bossert, Max Bosso, Len Cannata, Brian Carlson, Bruce Christensen, Chalen Daigle, Samandra Dick, Heidi Files, John Fortmann, Yonah Freemark, Kevin Garcia, Ryan Griffin-Stegink, Jacky Grimshaw (via phone), John Grueuling, Scott Hennings, Jim Holland, Clayton Jirak, Mike Klemens, Katie Kukielka, Christina Kupkowski, Edward Maher, Beth McCluskey, Stacy Meyers, Max Miller, Chrissy Mancini, Nick Narducci, Hugh O'Hara, William Olthoff, Mark Pitstick, Brian Plum, M. Puente, Chad Riddle, Lorin Schab, Steve Schilke, David Seglin, Ron Shimizu, Frank Shuftan, Kevin Sing, Chris Staron, Greg Szymanski, Casey Toner, Brian Urbaszewski, Tom VanderWoude, Mike VanMill, Mike Walczak, Tammy Wierciak, Gene Williams, Brad Woodley, Rich Wronsky, Barbara Zubek

Staff Present: Erin Aleman, Alex Beata, Nora Beck, Patricia Berry, Randy Blankenhorn, Claire Bozic, Ylda Capriccioso, David Clark, Brian Daly, Bob Dean, Teri Dixon, Kama Dobbs, Dolores Dowdle, Jesse Elam, Tom Garritano, Hillary Green, Curtis Kelley, Leroy Kos, Jill Leary, Matt Maloney, John O'Neal, Holly Ostdick, Ross Patronsky, Noel Peterson, Emily Plagman, Justine Reisinger, Dan Rice, Matt Rogus, Todd Schmidt, Liz Schuh, Ben Stromberg, Lance Tiedemann, Drew Williams-Clark, Nicole Woods, Louise Yeung.

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:34 a.m.

2.0 Agenda Changes and Announcements

Mr. Donovan announced that due to federal government furloughs, the Certification Review site visit for October 7 & 8 will be rescheduled.

3.0 Approval of Minutes – September 20, 2013

On a motion by Mr. Carmitchel and a second by Ms. Hamilton, the minutes of September 20, 2013 were approved as presented.

4.0 Proposed Amendment to GO TO 2040 – Illiana Corridor

Mr. Skosey made a motion, seconded by Mr. Osborn to accept the staff recommendation to not recommend amending GO TO 2040 to include the Illiana Corridor as a fiscally constrained major capital project.

Mr. Maloney provided an overview of the CMAP staff recommendation. Mr. Harmet provided a summary of IDOT's request and fiscal constraint documentation.

Mr. Osborn stated that the Transportation Committee is a body for an unbiased conversation about what the region should be doing and that the private sector should not tell the region what should be done. He said that CMAP staff has done a good job addressing concerns and supporting the plan.

Ms. Hanlon agreed that the Transportation Committee is a good place for discussion and she expressed support for the Illiana Corridor project. She stated the full court press against the project has been aggressive and effective in shaping ideas about the project. She asked that everyone remain open about the project and consider the full range of facts. She stated there is a tremendous level of local support for the project as demonstrated by comment letters from Will County and south Suburban Cook County businesses, labor interests, the General Assembly and a US Senator. She stated that IDOT has done an exemplary job and raised the bar for public involvement during the NEPA process. She stated IDOT has made a case for regional mobility, freight mobility, and travel time savings for southland residents, expanded capacity for freight and freight facilities in southern Will and Cook counties, contributions to growth in the Gross Regional Product and short and long term jobs. She reported that Will County is currently working with local agencies along the proposed corridor to develop a corridor management plan. She stated that the project is the first viable public-private partnership for the state and is an innovative solution. She stated IDOT's fiscal analysis concludes the project can move forward without removing other priority items from the region's plan. She stated IDOT has the experts on staff to estimate costs and those costs were reviewed and approved by FHWA and the private sector will decide if it is a viable project.

Mr. Kirkpatrick stated that CNT opposes the inclusion of the Illiana Corridor project in GO TO 2040 for three reasons. He noted the difference in location of growth predicted by IDOT and CMAP and that this is not the way we want to grow the region. He stated that growth would be 17% outside of the urbanized area using CMAP's approach and 34% outside the urbanized area using IDOT's. He stated that

IDOT is looking at how the region has grown over the last 30 years and anticipating that pattern will continue and make it harder for the region to meet its redevelopments goals. CMAP's projections are for growth in existing neighborhoods. He stated that there was a lack of Environmental Justice analysis of the impact to southern Cook County. He stated that GO TO 2040 is the region's consensus and urged the committee to reject IDOT's request.

Mr. Rickert stated he is troubled by the process that got the committee to this decision point. He stated GO TO 2040 is clearly supportive of getting preliminary engineering completed for the Illiana and there has been three years of effort to accomplish preliminary engineering. He stated CMAP and IDOT are doing their best to assess the project. He stated CMAP's structure and process has let the committee down and the committee should determine how to be more engaged in the future and how to facilitate earlier engagement. He stated policy projections are rarely achieved and that IDOT was bound by NEPA requirements for projections and that both agencies are doing their best to evaluate the project and that the July staff report took him off guard. He stated the transportation committee needs to be more engaged in the process. He stated GO TO 2040 identified the need for improved freight movement and as a region we have done an inadequate job. If the region is saying that the Illiana doesn't meet this need, the region needs to look at and get to work on other aspects of GO TO 2040 addressing freight. He stated that preliminary engineering should be completed and that if a public-private partnership won't work, that can be addressed and the project removed from the plan at that time.

Mr. Neufeld stated that the process is not broken; that it is an evolution of taking regional planning seriously. He stated the question is not whether the committee is for or against the project, but whether to amend the GO TO 2040 plan now to include the project in the 30 year horizon. He stated the question should be addressed in an update to the plan, which has started now, and that we shouldn't rush into a decision about one project of many outside of the cycle when all projects will be considered during the ongoing plan update.

Mr. Rickert added that he doesn't disagree and feels the staff recommendation was black and white against the project and takes away the opportunity to take next steps.

Ms. Redden stated that the GO TO 2040 update process has begun. Staff confirmed that a draft fiscal plan will be available by April 2014.

Mr. Osborn stated that McHenry County opposes adding the Illiana Corridor to GO TO 2040 now. He stated the county continues to hear that no funds are available for priority projects yet there is funding available for this project. He stated the county is interested in the health of the region and a fair and good process. He stated GO TO 2040 is that process. He stated that when \$40 million is spent on an analysis, we should expect better and more thorough results. He asked, and Mr. Harmet confirmed, that 26,000 is the 2040 volume of traffic predicted. He stated the project is good, but questioned why it is a priority now. Mr. Harmet stated that Will County is

getting pounded by truck traffic. The project has bi-state consensus and is the only study included in the fiscally constrained project list and that IDOT is following through on the GO TO 2040 recommendation that phase 1 is a high priority for the region.

Ms. Killen stated the process is premature and a holistic approach is needed. She stated Cook County is embarking on a long range plan and freight study now.

Mr. Harmet expressed surprise that members believe the planning process is moving too fast and asked what the difference is between amending the plan now or including the Illiana Corridor during the update?

Mr. Neufeld stated the difference is that the update process will not consider a single part of the package, it will include an entire package of projects, including others which may not even be in the queue now.

Mr. Harmet stated that there no implementing agency has the luxury of saying "I can wait a year."

Ms. Redden stated that the RTA is not directly affected by the decision but that from a regional perspective, the region agreed to a planning process and reached consensus. She stated an update of the plan has begun and questioned the urgency and suggested we let it play out during the update process. She also stated she has concerns about fiscal constraint.

Mr. Kirkpatrick stated the traffic seems comparable to arterial volumes on Western Avenue and on Irving Park Road. Mr. Harmet stated that comparison is apples and oranges and there will be millions of vehicle miles traveled reduction from arterials in the area.

Ms. Grimshaw questioned the prediction of economic development and asked why, with existing facilities, we are not seeing demand for economic development now. She also stated that farmland should not be classified as underutilized. She questioned the cost effectiveness of the project and stated that the congestion reduction seems small and financial data has been unavailable for analysis because the public-private partnership information is proprietary. She stated there will be residual diversion and tax payer impacts. She stated that although there were fifteen PPP investors showing interest in the Illiana Corridor, there was similar interest for the privatization of Midway, and that has fallen apart. She stated concern about impacts to the 45/55 split of funding if state funds are used for the project, will other projects be delayed or be discarded because the Illiana Corridor uses Northeastern Illinois' entire portion of their forty five percent. She also questioned the environmental impacts on the Midewin National Tallgrass Prairie and the Abraham Lincoln National Cemetery. She stated we need to reduce volatile organic compounds and develop compactly with no sprawl.

Ms. Redden invited public comment.

Mr. John Grueling, Will County Center for Economic Development (WCCED), stated that WCCED supports IDOT's request to add the Illiana Corridor project to GO TO 2040. He stated inclusion is necessary for the federal Record of Decision on the Tier II EIS. He noted that there was no mention in discussion today of Indiana's need despite CMAP being a regional planning agency. He stated that the Illiana Corridor is a vital link for trucks passing through the region. He added that the planning level financial analysis by CMAP will not fly with private investors and that deeper analysis by completing phase 1 is needed. He expressed concern that no CMAP staff contacted WCCED when preparing their recommendation and that the 15 to 20 million square feet of new logistics space, 15 to 20 thousand jobs and double the freight traffic is not included in the staff analysis. He noted that MAP-21 accelerated federal review and questioned why CMAP could not see that not just Will County is affected by the benefits, but the whole Chicago region.

Mr. Ed Maher, International Union of Operating Engineers Local 150 stated that while representing the labor union, he is also a regional commuter, and cannot count on I-80 to have reliable travel times and must take IL 53 and US 30, which are unsafe due to the volume of trucks on facilities where they don't belong. He stated moving people within the region is important but that freight needs to be moved through the region. He noted that many rail operations and jobs have left the region and moved to Memphis, Tennessee. He stated the future comes quickly and the Illiana shouldn't be shelved for 30 years. He stated that the jobs are important to the union and noted that road construction materials are made in the region and road-building equipment is made and repaired here. He stated the union supports the construction of the Illiana so that jobs don't move out of the region.

Mr. Nick Narducci, Village of Elwood stated that the village is not opposed to the Illiana project, but is opposed to the proposed interchange with IL 53. He stated that by design, an interchange would increase trucks on IL 53, not reduce them. He stated that in three months there have been three fatal crashes and one person in a coma due to crashes involving trucks on IL 53. He stated there is a serious UPRR crossing issue and that since January 1 there has been 47 times that gates have been broken. He stated that more trucks are not the answer to the stated purpose of the Illiana Corridor which is to address the truck problem. He stated the logistics industry has not been at the table to discuss their needs. He stated that IL 53 is built to 1930's standards and is not designed for the predicted 40% increase in trucks. He stated the village hired experts from the University of Memphis that immediately identified questions when reviewing IDOT documentation. He stated that funeral traffic has a difficult time navigating through truck traffic to get to the Abraham Lincoln National Cemetery. He added that the logistics park development that occurred thirteen years ago has not resulted in the economic development promised when it was approved; therefore the job projections and economic analysis for the Illiana should be questioned. He reiterated that it is the proposed IL 53 interchange with the Illiana that the village opposes.

Mayor Jim Holland of Frankfort, representing the Will County Governmental League, stated that GO TO 2040 should be amended and that the Illiana Corridor proposal is financially sound. He stated that financial estimates have been endorsed by FHWA and that even CMAP's critical analysis shows an increase in the Gross Regional Product. He stated that project costs in the plan can be managed and adjusted without eliminating other projects. He stated that there is regional consensus that movement of goods throughout the CMAP area to the upper Midwest is a priority. He stated that travelers have to go around Lake Michigan and that the Illiana would alleviate traffic issues on I-80/I-94 around the lake. He stated that two governors, US Senators, Congressmen and women, all area General Assembly members and nearly all area municipalities support the project. He stated that the Will County Governmental League supports the immediate inclusion of the Illiana Corridor project in GO TO 2040 because the project has legs and political support.

Mr. Mike Bossert, Kankakee County Board Chairman, stated that the Kankakee County Board supports the inclusion of the Illiana Corridor and amendment of the GO TO 2040 plan to include the project. He stated there is community, county government, business and economic development support and that there has long been recognition of the need for a freight corridor in northern Kankakee County. He stated truck traffic on local facilities is too high – 40 to 50% trucks and believes this truck traffic is causing other problems. He stated the project is regional, even outside of the CMAP area and noted no CMAP staff had reached out to Kankakee County. He questioned the message being sent to the business community if the region does not follow through with the project. He stated the bidding process should determine the viability of the financing.

Mr. Max Bosso, Village of Elwood Public Works Director, stated that on July 15, 2013, Elwood met with IDOT and brought up inconsistencies and discrepancies with the truck volumes and trip generation. He questioned whether IDOT was reviewing the consultant's work and stated that IDOT has said that they are short staffed and are not reviewing the work. He stated there are unreasonable expectations for the project and urged the committee not to support the GO TO 2040 plan amendment to include the Illiana Corridor.

Mr. Kevin Sing, Village of Manhattan, stated that based on the Village's current experiences with trucks diverting through Manhattan during construction on I-80 and I-55, the village believes the Illiana Expressway will alleviate these diversions. He stated the Village supports the inclusion of the Illiana Corridor project in GO TO 2040.

Mayor Greg Szymanski of Beecher stated that the village submitted formal comments on the amendment. He stated that statistics on both sides of the debate are clouding the project. He stated that traffic on I-80 has no place to go when there is an incident other than local roads and that if the Illiana were available, traffic could divert on regional roads such as I-55 or I-65 to the Illiana. He stated IDOT has been in contact

with local communities and that Beecher had a one-on-one meeting with IDOT. He stated CMAP hasn't contacted Beecher and questioned if CMAP had the region's best interests in mind.

Ms. Stacy Meyers of Openlands asked the committee to oppose the amendment to GO TO 2040 for two reasons. First, she stated, is the financial uncertainty. She stated CMAP, MPC, Crain's Chicago Business and others have warned of a potential funding shortfall. She stated top projects will be deferred to cover that shortfall. She stated the region can barely cover the projects that were agreed to such as the IL 53/ IL 120 corridor, I-55 managed lanes and the Elgin-O'Hare Expressway. She stated that none of these projects would be secure and the GO TO 2040 process would be stripped of its effectiveness. She stated a vote for the Illiana is a vote against the plan. She stated the second reason to oppose the amendment is governance. She stated GO TO 2040 was adopted as "our" plan. She stated that the region wants to support Will County, but the project is outside of the adopted policy. She stated GO TO 2040 broke through the gridlock of projects and set a policy framework to invest in a sustainable future. She questioned if the region would stand by locally adopted priorities or go with IDOT and the Governor. She stated that the NEPA process is not the local rule. She stated a vote for the amendment is a vote against regional decision making and is a bad precedent to set.

Mr. Garland Armstrong of Access Living stated that he opposed adding the Illiana Corridor to GO TO 2040 after hearing from others that it costs so much. He stated that if tolls are too much, trucks will not use the Illiana.

Ms. Heather Armstrong of Access Living stated that she opposes the project because it costs too much money and is a burden to taxpayers. She stated that if the Skyway was not tolled, traffic on I-80 would be eliminated.

Mr. Andrew Armstrong of the Environmental Law and Policy Center encouraged the committee to not add the Illiana Corridor project to GO TO 2040. He stated the project needs to be evaluated with other projects in the ongoing update process. He stated a decision is not urgent and that a lot of emotions are at play. He stated the volume numbers don't line up. He stated that if in 2040 there are 20,000 vehicles per day on the Illiana that will only be one eighth of the current traffic on I-80. He stated the corridor is too far south and that all of the intermodal development is occurring west of the western end of the corridor. He stated there are thousands of signatures on petitions from residents that don't want the project constructed. He asked the committee to consider the financial flaws. He stated that the September 27 fiscal constraint document from IDOT is useful, and wished it was provided earlier in the process. He noted on the corridor website the fact sheet states that in order to include the project in GO TO 2040, \$920 thousand would need to be removed from the I-55 managed lanes project. He asked if we have constraint or not. He stated that the free market cannot build the project but state guarantees to pay the contractors can. He stated that if projections are not met, the state will have to pay the short fall. He asked the committee not to recommend the proposed amendment.

Mr. Skosey distributed a handout stating MPC's position that GO TO 2040 should not be amended to include the Illiana Expressway. He stated that views on the benefits depend on where you are. He stated that MPC supports public-private partnerships, where appropriate, and lobbied in Springfield for this financing tool. He stated MPC considered the entire region, including Indiana, when developing their position. He stated the MPC did not conduct its own analysis, but based on reports IDOT produced the employment and population changes are a shift, not a growth. He stated that any investment in construction, regardless of the location or project, would create the same jobs. He stated MPC supports intermodal development in Will County but the Illiana Corridor is not the right investment to support the movement of this number of trucks at this cost. He stated the committee should look at project facts verses political opinions.

Ms. Redden restated the motion is to accept the staff recommendation to not recommend amending GO TO 2040 to include the Illiana Corridor as a fiscally constrained major capital project and called for a roll call vote.

Name	Representing	Vote
Steve Schlickman	Academic and Research	Abstained
Randy Neufeld	Bicycle/Pedestrian Task Force	Yes
Ryan Kilpatrick	Center for Neighborhood Technology	Yes
Luann Hamilton	Chicago Department of Transportation	Abstained
Don Kopec	Chicago Metropolitan Agency for Planning	Yes
Michael Connelly	Chicago Transit Authority	Abstained
Jennifer Killen	Cook	Yes
Leon Rockingham	Council of Mayors	Yes
Christopher Snyder	DuPage	No
Pete Harmet	IDOT District One	No
Charles Abraham	IDOT Division of Public & Intermodal Transportation	No
Bruce Carmitchel	IDOT Office of Planning and Programming	No
Rocco Zucchero	Illinois State Toll Highway Authority	No
Tom Rickert	Kane	No
Emily Karry	Lake	Abstained
Jason Osborn	McHenry	Yes
David Kralik	Metra	No
Peter Skosey	Metropolitan Planning Council	Yes
Steven Strains	Northwestern Indiana Regional Planning Commission	Abstained
Lorraine Snorden	Pace	No
Alicia Hanlon	Will	No
Leanne Redden RTA, Committee Chair		Abstained

The motion failed by simple majority with 7 votes in favor and 9 opposed.

Mr. Carmitchel made a motion, seconded by Ms. Hanlon to recommend to the Regional Coordinating Committee, CMAP Board, and MPO Policy Committee to amend GO TO 2040 to include the Illiana Corridor project as a fiscally constrained major capital project as proposed by IDOT. Ms. Redden called for a roll call vote.

Name	Representing	Vote
Steve Schlickman	Academic and Research	Yes
Randy Neufeld	Bicycle/Pedestrian Task Force	No
Ryan Kilpatrick	Center for Neighborhood Technology	No
Luann Hamilton	Chicago Department of Transportation	Abstained
Don Kopec	Chicago Metropolitan Agency for Planning	No
Michael Connelly	Chicago Transit Authority	Abstained
Jennifer Killen	Cook	No
Leon Rockingham	Council of Mayors	No
Christopher Snyder	DuPage	Yes
Pete Harmet	IDOT District One	Yes
Charles Abraham	IDOT Division of Public & Intermodal Transportation	Yes
Bruce Carmitchel	IDOT Office of Planning and Programming	Yes
Rocco Zucchero	Illinois State Toll Highway Authority	Yes
Tom Rickert	Kane	Yes
Emily Karry	Lake	Abstained
Jason Osborn	McHenry	No
David Kralik	Metra	Yes
Peter Skosey	Metropolitan Planning Council	No
Steven Strains	Northwestern Indiana Regional Planning Commission	Abstained
Lorraine Snorden	Pace	Yes
Alicia Hanlon	Will	Yes
Leanne Redden	RTA, Committee Chair	Abstained

The motion carried by simple majority with 10 votes in favor and 7 opposed.

5.0 GO TO 2040/TIP Amendment & Conformity Analysis

Mr. Patronsky stated that the GO TO 2040/TIP Amendment & Conformity Analysis was included in the September 20, 2013 agenda and noted that the analysis included the Illiana Corridor project. On a motion by Ms. Hanlon, seconded by Mr. Carmitchel the committee recommends that the Regional Coordinating Committee and MPO Policy Committee approve the GO TO 2040/TIP Amendment and Conformity Analysis.

6.0 Other Business

None.

	None.				
8.0	Next Meeting The next meeting is scheduled for November 15, 2013.				
9.0	Adjournment On a motion by Mr. Skosey, seconded by Ms. Killen, the meeting adjourned at 11:38 a.m.				
Transp	ortation Committee Membe	rs:			
	Charles Abraham	Robert Hann	Leon Rockingham		
	Reggie Arkell***	Emily Karry	Mike Rogers		
-	Michael Bolton	Jennifer (Sis) Killen	Steve Schlickman		
-	Bruce Carmitchel	Fran Klaas	Joe Schofer		
	Lynnette Ciavarella	Don Kopec	Peter Skosey		
	Michael Connelly**	Wes Lujan	Kyle Smith		
	John Donovan***	Randy Neufeld	Chris Snyder		
	John Fortmann	Jason Osborn	Steve Strains		
	Luann Hamilton	Leanne Redden*	Ken Yunker		
	Alicia Hanlon	Tom Rickert	Rocco Zucchero		
	*Chair	**Vice-Chair	***Non-voting		

7.0

Public Comment